

largely eliminated. We have seen the death rate steadily reduced. We have seen conditions brought about that render it possible for the police and fire department, the health authorities and the schools to make their efforts availing. This is precisely what it was possible to predict twenty-five years ago. Without transit facilities we were somewhat in the position of a European walled city surviving into the industrial period with a frightful density of intramural population, until, as in Vienna and numerous German cities, the walls were reduced, the moats were filled, transit lines were shot out in every direction, and vast suburbs, fresh, healthful and modern in their appointments, appeared as if by magic, in broad outer zones. Whereupon, with congestion relieved, it became possible to apply sound principles of policing, sanitation, and modern social progress. While the congestion continued, bad tenements could not be condemned and destroyed. But with more favored classes moving to the outer zones, life could be made enurable for the less favored classes remaining in the old districts. Transit facilities have not been developed merely as an ordinary venture of private capital seeking remuneration, but because they were needed by the public and so were developed by consent of the franchise granting authorities.

New York has had to employ the public credit to the extent of hundreds of millions of dollars in the creation of her great system of Rapid Transit."

—Review of Reviews, February, 1917.

### City Traffic a Puzzle.

"The suburbs of the City are growing faster than the City itself. No limit to the amount of subway and elevated traffic seems within sight. From 1 million in September 1916, the daily average has mounted steadily higher. In November it was 1,200,000, and in December 1,250,000. Behind these figures there are certain big facts — the ever increasing apparently inexhaustible traffic of the growing city — the number of riders is still growing—there is a growing dependence on the subway and elevated—and each rider uses the subway oftener. People are living further and further away from their business, largely because the subway makes that possible.

Statement of the Interborough R.T. Co.,  
New York, Feb., 1917.